

**New Jersey Turnpike Authority
Financial Summary
For the Month Ended January 31, 2015**

ACTUAL REVENUE - January	\$ 120,420,000
ESTIMATED REVENUE - February - December	1,557,339,000
<i>Projected Annual Revenue</i>	<u>\$ 1,677,759,000</u>
 ESTIMATED ANNUAL OPERATING EXPENSES	 485,593,100
<i>Projected Net Revenue</i>	<u>\$ 1,192,165,900</u>
 DEBT SERVICE REQUIREMENTS	 687,820,300
CHARGES FUND	1,150,000
SPECIAL PROJECT RESERVE FUND	20,900,000
MAINTENANCE RESERVE FUND	87,058,000

The following un-audited results are for the month ended January 31, 2015.¹ Based upon these results, revenues will be sufficient to satisfy the requirements of the Authority's Bond Resolution. For the twelve months ending December 31, 2015, the Authority is projected to have a debt service coverage ratio of 1.73 and a total requirements coverage ratio of 1.50.

The Authority's total revenue for the month ended January 31, 2015 was \$120,420,000, which is \$5,991,000, or 4.7%, below projections. Toll revenue was \$104,486,000, which is \$5,565,000, or 5.1%, less than the current projections due to below normal temperatures and above average precipitation, with storms impacting the state every three (3) days in January 2015. In addition, the monthly projection did not include the impacts of any declared state of emergency weather event such as winter storm Juno which occurred on January 26-27, 2015. It is estimated that a toll revenue loss of \$4,239,000 can be attributed to winter storm Juno. On a positive note, gas prices averaged \$1.16 /gallon lower in January 2015 as compared to January 2014 and have declined for eight (8) consecutive months. The lower than projected toll revenue was partially offset by higher than anticipated concession revenue. Concession revenue, which totaled \$3,186,000, was \$405,000, or 14.6% above projections due to higher than expected commissions received on diesel fuel sales on the New Jersey Turnpike.

For the month ended January 31, 2015, traffic on the New Jersey Turnpike increased 4.0% and toll revenue increased 4.1% as compared to January 2014. The increases in traffic and revenue are due to comparatively worse weather conditions in January 2014 and lower gas prices in 2015. Traffic and revenue was negatively impacted by winter storm Juno. The storm resulted in 684,000 fewer transactions and \$3,067,000 in lower revenue when compared to the same days last year. When eliminating this storm, traffic and revenue would have increased 8.9% and 9.0%, respectively. CDM Smith, the Authority's traffic engineer, released an investment grade study in May 2014 projecting annual traffic and revenue growth in 2015 of 3.7% and 3.6%, respectively. The adjusted results compare favorably to CDM Smith's projected monthly increase for January 2015 of 9.3% for traffic and 8.3% for revenue. The January 2015 *E-ZPass* usage rate on the New Jersey Turnpike was 82.2%, consistent with January 2014.

For the month ended January 31, 2015, toll transactions on the Garden State Parkway increased 0.5% and revenue increased 0.4% when compared to January 2014. Toll transactions and revenue increased due to more severe weather conditions in January 2014 and declining gas prices over the last eight (8) months. As with the New Jersey Turnpike, toll transactions and revenue were negatively impacted by winter storm Juno, resulting in 1,083,000 fewer toll transactions and \$1,172,000 in lower revenue. When adjusting for this storm, Parkway traffic and revenue would have increased 5.0% and 4.9%, respectively. CDM Smith's 2015 forecast projected annual increases of 2.6% for both toll transactions and revenue on the Garden State Parkway. Adjusted results for January 2015 were still below the projected increases for the month January of 9.0% for toll transactions and 9.3% for revenue. The January 2015 *E-ZPass* usage rate on the Garden State Parkway was 78.6%, consistent with January 2014.

Operating expenses for the month ended January 31, 2015 were approximately \$39,018,000, which was 94.1% of the year-to-date budget. The Authority has already spent \$12.8 million for snow/severe weather costs, including \$5.3 million from the operating budget and an additional \$7.5 million from the General Reserve Fund. The higher than anticipated snow/severe weather costs are offset by lower than anticipated electronic and manual toll collection costs. Discretionary spending and budgetary guidelines will be closely monitored and adhered to throughout the remainder of the year in order to control operating expenses.

The Capital Budget consists of Supplemental Capital, Maintenance Reserve, and Special Project Reserve Funds. For the month ended January 31, 2015, total expenditures were approximately \$2,447,000. Expenditures included \$737,000 for Turnpike Bridge Repairs and \$587,000 for Turnpike Resurfacing of milepost 74 to 122. There are current commitments in the Capital Budget of \$46,379,000. In addition to the Capital Budget, the General Reserve Fund expenses totaled approximately \$10,000,000 and consisted primarily of \$7,500,000 million for Extraordinary Snow costs related to winter storm Juno.

Total expenditures in the Construction Fund for the month ended January 31, 2015 were approximately \$24,724,000. Expenses included \$6,700,000 for the Parkway Widening between Interchanges 35 to 63, \$2,814,000 for the Authority Phase II Facilities Improvements Project, \$2,516,000 for the Parkway 83-100 Shoulder Improvement Project and \$2,074,000 for the Authority Phase I Facilities Improvements Project. In addition to these expenditures, there are open contracts and commitments totaling approximately \$1,448,875,000.

¹ These are un-audited results. Amounts and categories of revenue and expenses may change when audited.